JANUARY 1952

CPAC Newsletter

Toward New Towns for Canada

Last year must have set a record for great community building decisions in this country: Newfoundland Development Corporation undertakings, causeway to Cape Breton Island, Halifax Harbour bridge, metallurgical empires from Labrador to Gaspé to the Saguenay to Sorel, the St. Lawrence scheme, the influx of Prairie oilfields and the South Saskatchewan irrigation program. Taken together these projects compose a new national frontier.

But as John Bland told our Northern Ontario Conference, too many of our frontier towns are gaunt hideous places; he added, however, that when *local* rather than imported skills are employed, they are enriched, and abilities are increased.

The Aluminum Company of Canada has just such an opportunity in their new town of Kitimat, B.C.; and we congratulate them on the way they are going about it. They expect this place may one day have 50,000 inhabitants; while they don't want a company town, they are ready to assume the first costs of seeing it properly laid out and developed.

Alcan has engaged for this new task two Americans whom we again welcome to Canada. Mr. Clarence Stein is to co-ordinate the work. He told CPAC in 1950: "The community is a group of people with common interests. . . . The planner has to find out who takes part in what . . . (and) how to make it convenient and enjoyable for them . . ."

Albert Mayer is the site planning consultant for Kitimat. He told Canadian and American planners at Niagara that: "One tends to exalt the importance of statistics above the need for personal judgment, personal observation and intimacy with the people and the place being planned for . . ."

We rely upon Messrs. Stein and Mayer to bring to Kitimat the admirable methods they described in Canada less than two years ago. To do so they will need a planning team, and the importance of this Canadian-American teamwork goes far beyond a well built Kitimat; with such a long list of town-building jobs ahead of us, we *must* use this occasion for valuable apprenticeship of Canadians with two masters of the art. If necessary, this point could be made a condition of the public consents that will be asked. But we are sure that a hint will be enough.

Looking Beyond the Dam Sites

The St. Lawrence Seaway and power scheme is no longer a mere 'paper project'. Legislation for this bold development was passed before Christmas, and the engineers are working out the details. It seems to us that the scheme is too often discussed as if it ended with their retaining walls and power houses; indeed the federal Acts set those limits. What is to happen inland from the structures of the Authority and the Hydro Commission? This must surely be thought about before we begin to build.

In the widest sense, this question was raised in Parliament: how is the improved waterway related to the total process of vigorous national development? (Is this just another super street-widening gesture, without care for what happens at the ends of the street?) A co-ordinated national resource development program would make more predictable the effects of each project on the whole pattern of industrial location—and therefore of human settlement and satisfaction.

Equally thorny are the local problems. To the people on the spot, this scheme can amount to an ugly belt, conveying ore and yielding power for others, while cutting across local interests. Or it can be an asset conforming to the widest needs of all the Canadian people who will sacrifice in one way or another to create it. In short, the Seaway can be the result of planning, or merely the result of bull-dozing.

The local impact of all this digging, flooding and wiring will be drastic: eight villages are to be submerged, as well as parts of two sizeable towns; trunk railway and highway lines from Toronto to Montreal must be relaid; a lake 32 miles long will appear. Large work camps must be set up, garrisoned and serviced. New industries are to be expected along the shores. Already there are some 50,000 Canadians whose lives will be directly affected and perhaps 25,000,000 Americans within a day's journey of this great enterprise.

Rapid regional development and redevelopment has thus been decided upon; the question is how sensibly, and imaginatively the whole job can be

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Press Digest

See Northern B.C. as big Oil Producer

Imperial Oil Limited has acquired oil rights on 2½ million acres of land in northern British Columbia, bringing the amount of land now under oil search to almost 16 million acres.

Geophysical surveys in the 'oil area' indicate that a large oil structure does exist. Development of such land could have an important effect upon the B.C. economy and could result in new townsites and subsidiary development which would create major land-planning opportunities.

Meanwhile Premier Byron Johnson of B.C. has announced that subject to approval of the Board of Transport Commissioners, an oil pipeline from Alberta to Burnaby, B.C. through the Yellowhead Pass is assured.

They Want More Money

Residents of the Ootsa Lake area in B.C., whose land is to be flooded out by the erection of a dam by the Aluminum Company of Canada have protested against 'small and niggardly' compensation offers by the company. They said that they would stay put "until our furniture is floating around our ears unless everyone gets a fair deal."

A delegation told B.C. Premier Johnson that Alcan is offering too little in the way of compensation. They cited as an example the case of a crippled and elderly postmaster and his wife who will lose 55 acres and their post office. They have been offered $3,000 as compensation.

The delegation further claimed that the B.C. government had failed to safeguard the interests of the landowners, "who should have been compensated by Alcan in 1949 before the water rights of Ootsa Lake were handed over to them."

Pictures Fraser River as Second St. Lawrence

David Fulton, M.P. from Kamloops, B.C., wants Ottawa to participate in the development of the Fraser River Valley. He says that a joint project in connection with hydro electric power, irrigation and farm development would result in expansion which would benefit not only British Columbia but Canada. He therefore suggests that the Federal Government should provide assistance. Mr. Fulton said that action might be based upon the final report of the Dominion-Provincial Board, Fraser River Basin (1948), which is expected soon.

Alcan Doesn't Want a Closed 'Company Town'

The experience of some larger firms which have established 'company towns' has not always been happy and George G. Vincent, public relations representative of the Aluminum Company of Canada, says that Alcan hopes that the new town of Kitimat will develop in time into a balanced community.

Conservationists Concerned about Dam Verdict

The decision of the B.C. government through Water Commissioner Tedcroft to permit the damming of Buttle Lake has brought protests from conservation spokesmen in the province. The conservationists repeated arguments presented before a public hearing on the dam application in which they said that construction of the dam would cause appreciable loss of scenic value of Strathcona Park. They have decided to appeal the decision.

The Vancouver *Sun* argues that the construction of the dam need not destroy the priceless assets of Strathcona Park, particularly in view of the conditions which have been imposed as a prerequisite to construction.

No More Curb Parking in Vancouver?

A. T. R. Campbell, director of the Downtown Parking Commission of Vancouver, says that curb parking may be eliminated altogether in the business area of the city at some future date. He told members of the Vancouver Branch of CPAC that such a policy would speed traffic flow considerably.

The Downtown Parking Commission has been examining various kinds of parking lots which might be built, declared Mr. Campbell. He explained that the main purpose of such lots was to provide parking space for transient, short term parkers. According to Campbell, people who work in the business area shouldn't expect to have parking space provided, but should 'leave their cars at home'.

Urban Population Trend

The Winnipeg *Tribune* has drawn attention to the dangers inherent in 'natural' city growth, and used Toronto as a warning example. The population of Toronto 'proper' has shown a slight decrease over the past ten years while Winnipeg 'proper' has shown a steady increase, the result largely of available land. Toronto, according to the *Tribune*, has reached the stage of 'central strangulation' where urban blight, overcrowding and the comparative breakdown of transportation facilities cause people to migrate to the suburbs. At the same time the ratio of urban to rural dwellers will continue to rise, says the newspaper. "Cityward drift due to farm mechanization and the declining labour content of farm products has been the steadiest and most fundamental factor in population trend in North America for a generation or more."

Increasing urbanization and city or metropolitan 'spread' is creating many problems, especially around and within the larger Canadian cities. The *Tribune* has noted that Winnipeg is more fortunate than some in having a master plan and a professional staff. With this, a city is at least equipped to tackle its problems. Without it, one cannot help but wonder how anything can result but chaos, confusion and a man-made mess that will some day have to be straightened out.

Census figures released from Ottawa

Here are population figures for some of Canada's bigger cities as revealed in this year's census returns:

	Proper	*% Increase over 1941*	*Greater*	*% Increase over 1941*
Quebec	161,000	7	271,236	20.7
Montreal	1,002,703	11.7	1,370,044	19.6
Winnipeg	233,617	5	350,924	17
Edmonton	158,709	69.2	172,112	75.9
Vancouver	340,372	23.6	524,339	38.9

New Towns Created

Progress in connection with the Labrador-Quebec iron ore deposits development will effect areas at some distance from it. Near Morrisville, Pennsylvania, for instance, a $400,000,000 steel plant is being built by the United States Steel Corporation. Since the plant is going into what has been a rural area, housing is necessary for the employees and this is to be provided in two completely new towns of 60,000 persons each. The planning opportunities thus created are apparent.

Uranium City Site Selected

Another 'new town' will dot the prairie landscape as the result of resources development in that region. The town — "Uranium City" — is to be located near Martin Lake in the centre of northern Saskatchewan. It will serve the surrounding mines and officials have predicted a population of more than 5,000 persons within five to seven years.

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Beyond the Dam Sites

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done. While many farms, buildings, drainage and communication systems are rendered useless and have to be replaced, will advantage be taken of new linkages and vantage points? (For instance, the Canadian Society of Landscape Architects has suggested a new National Park overlooking the moving river with its new installations.) As sites and layouts must be selected for new villages, will informed analyses come into play? What was the material logic of the submerged place? What new factors will favour a different economic contribution from the new centre? How do the families from the old places want to redistribute and to occupy themselves? Are these questions to be answered each family for itself, (blindly, for want of knowledge of choices being made by others, and therefore painfully?) If not, whose job is it to collect and communicate these choices? This is the very stuff of the decision Parliament has made; and yet the debate showed little awareness that any such questions could arise. No procedure for dealing with them was indicated by the Minister of Transport.

Aside from hundreds of millions of our dollars, the future of a rich and populous region is at stake. The canvassing of social purposes and the suggestion of facilities to satisfy those purposes is the proper business of a planning agency. There is at this moment in the upper St. Lawrence a classical opportunity for a land development authority. Ontario will miss the chance of a lifetime unless it creates one. Whether it is by special legislation, or as a River Valley Authority under present legislation is a technicality. What matters is that a body of men begin soon, that they have prestige and responsibility, clearly defined powers and means, competent technical staff, and the bounden duty to conduct local consultations and hearings before people are kicked around. CPAC is insistent, both in our brief to the Massey Commission and in the President's statement on the Seaway, on this essential point.

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The object of the Association is to encourage citizen interest in community planning. Active membership is $3.00 per year. Sustaining membership is $25.00 per year. Members receive the *CPAC Newsletter* or *Les Nouvelles de l'A.C.U.* each published eight times yearly, and the bilingual quarterly *Community Planning Review.* Members are encouraged to become active supporters of community planning in their community. Branches have been formed in several cities for this purpose.

MONTREAL TO LAKE ERIE

much to do before ore goes through

Fourteen million Canadians live in a long narrow ribbon of communities only a few miles north of a nation which is both richer and more populous. Moreover the natural communication lines on this continent run generally from north to south. It is evident therefore that Canada should have been strongly attracted to its neighbour and that the task of unifying Canada should have been a difficult one. Under such circumstances, the development of an efficient east-west transportation system has been of considerable importance. Confederation was achieved largely through the promise of transport links between the settlements, and the railways since built have been an important unifying factor in Canada's growth as a nation.

The one natural east-west route which was available to us was the St. Lawrence-Great Lakes water route which from the Lakehead to the Strait of Belle Isle is 2,225 miles long. It is a route therefore in which Canada has always been interested. At present there are sections of the route which for one reason or other are impassable to deep-draught vessels. To complete the route and make it possible for such ships to unload as far west as Chicago, Duluth or Fort William, it will be necessary to deepen the navigable channel in certain sections, notably the International Rapids section near Cornwall, Ont. and Massena, N. Y. It should be remembered that already some 500 miles of artificial canals have been built.

The 1941 Agreement

Joint inquiry by the Canadian and American Governments has been proceeding for fifty years. In 1934 a Treaty was turned down by the U. S. Senate. In 1941 a pact was arrived at by the two nations and ratified by the Canadian Parliament. However the U. S. Congress has not yet officially ratified the agreement. This 1941 treaty called for both the deepening of channels and the development of hydro-electric power to benefit in particular the Province of Ontario and the State of New York.

Far-Reaching Development

The combined St. Lawrence Seaway and Power Project would be expected to benefit the western Canadian provinces through lower freight rates and easier access to markets both within and without the country. Central Canada would secure more direct benefits in the stimulus that the project would give to further industrial growth both through the development of more efficient transportation and by the provision of badly needed electrical energy. The project might well generate a series of developments through the industrial activity which would accompany it. Of more immediate importance is the discovery of large iron ore deposits in the Quebec-Labrador region. The American and Canadian steel industry is becoming

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CPAC LOGBOOK

BRITISH COLUMBIA DIVISION

Interest in community planning was much in evidence at the two regional conferences in Penticton and Kamloops, B. C., sponsored by the B. C. Division of CPAC.

A recurring theme in both conferences was the need for effective planning beyond local political boundaries. It was pointed out by several speakers that the planning problems of the individual community are set within a regional framework. As Dr. J. Lewis Robinson of the University of British Columbia said: a growing community is dependent upon the expanded use of the resources in its region and within the community, industry is the employment base and therefore must be allotted suitable land. He warned also that unregulated urban expansion is in danger of "biting off the hand that feeds it."

Smaller communities in several parts of Canada appear to feel that their chief need in attaining planning objectives, is for assistance in the form of field staff from the Provincial Governments. Delegates framed a resolution calling for such aid.

At both Kamloops and Penticton, high school students accompanied by a teacher were in attendance, and CPAC's B. C. Division has offered a prize to the student from each town who hands in the best essay on one of the topics discussed at the conference.

Vancouver Branch

The Vancouver Branch of CPAC has endorsed a memo prepared by the Vancouver Housing Association which outlines reasons why multiple family uses should be prohibited in certain residential areas. The Branch has approved in principle the report by Messrs. Bland and Spence-Sales on the establishment of a separate city planning department for Vancouver. CPAC was one of the groups which had repeatedly urged the need for such a department. Members attended a public meeting to hear A. T. R. Campbell of the Downtown Parking Commission speak on 'What is Being Done About Parking' (see page 2).

ALBERTA DIVISION

Some 30 interested persons attended a meeting in Edmonton for the purpose of discussing the formation of an Edmonton Branch of CPAC. The interim chairman of the Branch is Louis Plotkin, planning technician with the Edmonton District Planning Commission. Addressing the meeting, Mr. Plotkin said: "In the Edmonton district, CPAC has a big job to do. Its help is needed in defining planning objectives, in discussing and criticizing planning proposals, in extending public support and understanding." At a later meeting in November, an open discussion was held on the merits of single and multiple family dwellings.

MANITOBA DIVISION

The interest generated by the Division's 'Community Planning Week' campaign led to a meeting in Winnipeg this fall at which representatives attended from the towns of Brandon and Morris.

Chris L. Fisher, chairman of the Manitoba Division has been appointed chairman of Greater Winnipeg's Civil Defence organization.

ONTARIO DIVISION

The Greater Toronto Branch of CPAC has set up committees to examine the existing program, budgets, and legislation in the following fields: (1) Housing for Industrial Areas (2) Living Arrangements for Older People (3) Recreation Space in Urban Areas.

A delegation from the Branch showed up as part of a group which appeared before the York County Council to request that the Council purchase land around Lake Simcoe for use as a public park. The Council has since taken action (see page 5).

QUEBEC DIVISION

The Quebec City Branch has decided to hold regular monthly meetings on the first Monday of each month. On Tuesday of each week, a Branch member will be interviewed over a local radio station, in order to interest more persons in planning activity both in Quebec and elsewhere. Members attended a reception at City Hall which had been arranged to demonstrate by maps and other illustrated material, the general plan for Quebec City drawn up by Jacques Gréber and Edouard Fiset who did a similar job for our national capital.

NOVA SCOTIA DIVISION

The Halifax Branch of CPAC has asked the City's Slum Clearance and Public Housing Committee to "take the lead" in recommending to City Council an active program of slum rehabilitation and provision of low rental housing. In a brief to that body, the Branch recommended:

1—Multiple housing units of different kinds be provided.

2—Advantage be taken of Section 35 of the National Housing Act to undertake a detailed survey of the Halifax slum problem.

3—City Council adopt a satisfactory minimum standard of housing accommodation.

4—City Council adopt a scheme to enforce such a code of minimum standards similar to a scheme adopted by Baltimore, Maryland. The Branch views were endorsed by the Halifax District Trades and Labor Council TLC which also submitted a brief in which it voiced labor's concern over the shortage of adequate housing.

The Halifax Branch of CPAC will seek to get City Council approval of the "Hudson Report" on city recreation which was submitted to Council last year.

Press Digest

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Land-Use Survey Completed

The Edmonton town planning department has completed a survey of the various land uses now in effect in the city. Classifications included in the survey were: residential, commercial, industrial, railway, parking, public and private parks, schools and so forth. The ultimate goal is to use such information as the basis for a master plan that will see that the land pattern is consistent with the social and economic needs of the city.

Statistics on new building for the cities of Calgary and Edmonton show a steady increase in volume since the close of World War II. Over the past five years, Calgary has seen the addition of 11,612 buildings of all kinds, valued at roughly $78,025,000, while in Edmonton totals recorded were 22,000 valued at $142 millions. Both centres have fortunately established strong planning departments. Calgary has 7 neighbourhood units planned and 3 of these started; 3 industrial areas and 1 large recreational centre are also planned. Edmonton has 16 neighbourhood units planned and 10 started. Also planned for the provincial capital is an integrated government centre; an integrated warehouse-wholesale centre; a hospital centre and 4 recreational centres.

The attempt to break away from a gridiron pattern of streets is meeting with protests from some Edmonton residents. Protest petitions have been received after it had been announced that certain streets would be partly closed.

Mayor Hawrelak of Edmonton hopes to obtain provincial and dominion government assistance in making a maximum number of serviced lots available to builders. He forecast a shortage of such lots within the city and added that the city must pay $11 per frontage foot of the lot for essential utility services.

Weakness in Bond Market Affects Housing

Weakening of bond prices in Canada and in New York will likely curb municipal and provincial borrowing and capital expansion. Scores of towns across Canada will either have to pay higher rates for their money or else drop expansion and development plans.

The effect is already noticeable in the housing field, where municipalities are finding increasing difficulty in borrowing money for sewage, schools and other servicing required to supplement house building.

Appointed to Federal District Commission

The Federal District Commission, the body which advises on the development of Ottawa as the national capital, has had four new members appointed recently. Eric Cook, a St. John's, Newfoundland, lawyer who has been a member of that city's Council and its deputy mayor, and is prominent in several welfare organizations, is the 'outsider' named. From the Capital area comes: Mme Cécile Fontaine, a resident of Hull who has been active in public life; Col. J. D. Fraser, son of a former chairman of the FDC, whose interest in conservation should be of particular value; and Mr. Lawrence Freiman, prominent Ottawa businessman whose record of public service and whose knowledge of the city should prove highly useful to the labours of the Commission.

Montreal Leads in Underground Wiring

The City of Montreal is by far the most advanced of Canadian municipalities in the growing movement to rid streets of overhead wiring by putting wires underground, according to P. J. Croft, electrical engineer with the Canada Wire and Cable Company. Other cities that have installed underground wiring included London and Niagara Falls, Ont., and Calgary, said Mr. Croft. In Edmonton, underground wiring is being laid in 12 miles of streets in the centre of the city. According to engineer Croft, initial cost was higher than that required for conventional wiring, but the difference is being reduced by the use of new types of plastic-insulated cables.

Big Changes for Oakville

The announcement that the Ford Motor Company will build a huge automobile and truck assembly plant in Oakville heralds a big change in the character of what has been a peaceful residential community. The plant will occupy 427 acres of land and is expected to generate enough activity to boost Oakville's population from its present 7,000 to some 25,000. Ninety-three year old ex-Mayor J. B. Moat said about the project: "For the sake of Oakville's progress and prosperity I welcome the plant. But if Oakville were to remain a peaceful town and a good place to bring up children it would have been better off without it."

But development must occur somewhere and a sheltered Oakville offers little protection to other places. The challenge of using such developments in a manner that will benefit the town is facing quite a few 'Oakvilles' across the breadth of Canada.

In a dinner address at Oakville, Ford president Rhys M. Sale suggested that the municipalities likely to be affected by Ford's plans give immediate study to zoning bylaws.

Public Parkland Bought near Lake Simcoe

The York County Council has decided to purchase land on the shores of Lake Simcoe for the purpose of establishing a public park. A. E. K. Bunnell, planning consultant to the Ontario Department of Planning and Development, has said that he has never before heard of a county council buying a large tract of land for a public park. However, he thought it a very constructive step. The matter first came up at a CPAC Conference.

Land around Lake Simcoe was rapidly being bought up by individuals and it was felt that unless the York County Council did acquire some of the remaining land, there would be no large recreational area available in that part of the province.

The same Council balked, however, at signing an agreement with the City of Toronto which would have committed the partners to the establishment of a buffer zone of parkland between suburban residential districts and city business areas. The plan was first broached in 1949. Signing has been delayed for various reasons since. This time the scheme was returned to the Toronto and York Planning Board because of a concern about financial contributions.

Reeve Sinclair of Etobicoke, who is chairman of the Planning Board's advisory committee, has warned that "unless immediate action is taken by the county, the whole purpose of the buffer zone will be defeated."

Claims Apartment House Construction Will Stop

Apartment house construction in Toronto would be "successfully killed" if the provisions of the draft zoning bylaw were carried out in their present form, Buildings Commissioner Gillies told the property committee of Council.

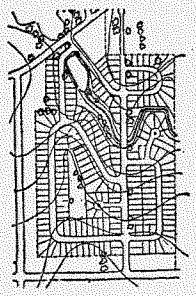
Under the proposed bylaw, each unit of an apartment house must be provided with one parking space and the apartment building is allowed only 25 per cent of the lot area. Mr. Gillies says that this would call for an impossible amount of land.

Residents Don't Like Toronto's Island Plan

Alan Howard, president of the Inter-Island Council, told Toronto's Board of Control that Island residents who at present live in moderate cost homes, don't think that plans advanced jointly by the Toronto Harbour Commission and the City Planning Board are sound. He claims that the proposals, if carried through, would destroy the features of the Island which make it unique, particularly its well developed community spirit. He said that some 40,000 persons visit the Island every summer weekend and that this refutes the claim that the Island is for only a few.

The *Globe and Mail* says that the Island has been allowed to deteriorate and that much of it has not been improved or made accessible to visitors. But the newspaper cautions against acceptance of the present plans and advises that the land be so developed as to make it "an easily reached retreat from the heat and monotony of the city."

Publications for Sale —



HOW TO SUBDIVIDE

by HAROLD SPENCE-SALES

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by ALBERT ROSE

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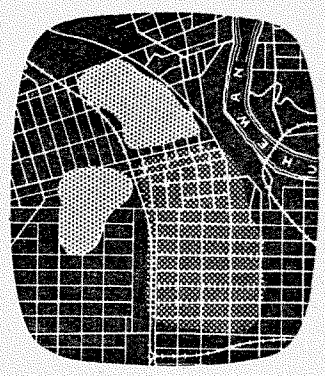

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Montreal to L. Erie

—from page three

increasingly dependent on the development of new supplies of iron ore, and the easiest way to transport the large supply of the Quebec-Labrador field would seem to be via the St. Lawrence.

Canada Ready to Build Alone

Canada has been willing to start work on the joint scheme for a number of years but the opposition of powerful private interests in the U. S. A. and the lack of clear cut public approval resulted in delay and perhaps the final refusal to ratify the 1941 agreement in Congress.

Finally Prime Minister St. Laurent announced this fall that if necessary Canada would build the Seaway alone. Two major steps have since been taken by the Canadian Government.

(1) A bill calling for a St. Lawrence Seaway Authority (in the form of a crown corporation) "with power to act for Canada" either under the '41 treaty plan or a Canada-sponsored scheme has been passed in Parliament.

(2) A three-year Canada-Ontario agreement has been signed which allows the province to build and operate at her own expense, Canada's share of the $400 million power development—provided the U.S. Congress continues to bypass the '41 seaway pact.

It is intended that the St. Lawrence project be self-liquidating. In introducing legislation providing for a new Crown agency, it was explained that the seaway authority would have power to establish tolls to be charged with respect to vessels using the seaway, goods or cargo landed, shipped, transhipped or stored, the use of wharves and other facilities and for any service performed by the authority. The authority will consist of three men to be appointed by the Government.

What the Scheme Calls For

The chief provisions of the 1941 Agreement are (a) deepening of channels to 27 feet between Montreal and the Lakehead to allow ocean-going vessels to proceed as far as Lake Superior ports; (b) combined power and navigation development in International Rapids section of the St. Lawrence, to provide over 1 million horsepower for each country; (c) increased power development at Niagara, while preserving scenic amenities; (d) long-term agreement with regard to diversions of water by either country from the Great Lakes system, and for the use of such diverted water.

President Truman, like his predecessors, is known to favour the joint development scheme. He will likely try to get Congressional action before April '52. Failing this he is expected to recommend support for action by Canada alone as a "second best".

There is little likelihood that work will get under way for at least 1½ years after its official approval either as a joint or an all-Canadian project. Transport Minister Chevrier of Canada believes that it will take about 5 years to finish the job depending upon man-power and materials available.

The navigation phase of the scheme is alone expected to cost almost $300 millions. Should the project be all-Canadian, then work would be done in Canadian waters. The development of 2,200,000 horsepower in the International Rapids section of the river will likely run around $400 millions with the cost (and power) divided equally between the Government of Ontario and the designated U. S. authority. Channel deepening and other work in the Upper Lakes would probably involve a $100 million outlay (by the U. S. A.). Down river there is a possibility of a further development by Quebec Province of 1,200,000 horsepower in the Lachine Canal section of the St. Lawrence. Total cost could therefore exceed $800 millions with Canada's contribution depending upon the extent to which the U. S. will participate.

Regardless of the U. S. decision, there seems to be a strong body of Canadian opinion in favour of the scheme. Some voices have said that the work might better be deferred until inflationary pressures lessen and both men and materials are more easily obtained. The majority seem willing to back an early start.

Planning Implications

The regional and nation-wide effects of the St. Lawrence project will be important. The North American continent has many areas of specialized production. The distribution of such produce depends upon greater markets, hence on more efficient transportation and the Seaway should bring just that. But a major project such as the Seaway is also likely to both promote new or expanded industry (such as the Canadian steel industry) and to encourage some re-distribution of industry. Since the distribution of industry is generally regarded as the key to land-use planning, a number of opportunities for creating a more sensible physical pattern should emerge.

Drastic land-use changes can be expected to occur in the Ontario and New York communities bordering the International Rapids section of the St. Lawrence river. Some 30 miles of Canadian territory would be flooded out. In the 47-mile stretch between Cornwall and Prescott, seven villages and one larger town would be wiped out and would have to be rebuilt on new sites. The opportunity thus afforded for some good detailed planning is a rare one.

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Planning Positions Available

★ CITY OF VANCOUVER, B.C. — CITY PLANNER

Duties: To be responsible to Council for the development and administration of the new City Planning Department; in conjunction with a Planning Board of civic officials, to initiate and conduct studies; to promote, supervise and co-ordinate the planning and technical work with particular reference to zoning and subdivision control; to assist in formulating long-term improvement programs and, through the above Planning Board, to act as a technical consultant and adviser on matters affecting the growth and physical development of the City.
Qualifications: University graduation in Civil Engineering, Architecture or related field supplemented by courses in city planning; considerable planning experience including some supervisory responsibility; successful public relations, and administrative experience in municipal government, or equivalent combination of training and experience.
Salary: $7,000 to $9,000 per annum, depending upon qualifications.
Apply to: Personnel Director, City Hall, Vancouver 10, B.C., before *January 31.*

★SASKATCHEWAN — SENIOR COMMUNITY PLANNING ENGINEER

Qualifications: Graduation in civil or architectural engineering with postgraduate study in community planning; or graduation in civil engineering with considerable experience in community planning.
Position is in the Community Planning Branch, Department of Municipal Affairs (Murray Zides, Director).
Application: To be made on form provided by Public Service Commission, Government of Saskatchewan, Legislative Buildings, Regina, Sask.

★ST. JOHN'S, NFLD. — CITY PLANNING OFFICER

The capital city of Newfoundland is understood to be seeking a qualified city planning officer to fill the position recently vacated, to which is attached a salary of up to $4,500 and other perquisites. Further information should be sought from the Chairman of the St. John's Town Planning Commission: Justice Sir Brian Dunfield, Supreme Court Chambers, St. John's, Newfoundland.

NOTE: *As a service to planning agencies duly constituted by Canadian public authorities, the* Newsletter *is prepared to publish brief notices of positions available to qualified planning personnel. It will not be possible to publish such notices on behalf of private agencies or individuals. The publishers cannot assume responsibility for exchanges of information between individual applicants and the prospective employers. As the* Newsletter *is published eight times yearly, we would ask to have the notice in clear manuscript two months in advance of the closing date for applications.*

Housing Highlights

★ A Canadian Press survey shows that the housing headache is still prevalent across Canada. The most urgent need is still for low rental houses within the reach of the lower third income group.

★ Resources Minister Winters has again said that the government considers the construction of housing as second only to the defence program. But he also stated that housing was a provincial government responsibility under the B.N.A. Act.

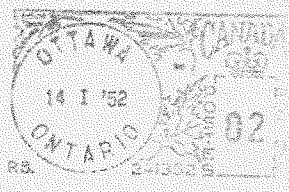
★ Economist W. F. Lougheed of the Canadian Bank of Commerce warned that the widening gap between demand and available housing may well have serious implications for sustained industrial expansion. The housing shortage has been one of the deterrents to regional movements of the labour force on any substantial scale.

★ CHMC's economist O. J. Firestone recently told the Montreal Real Estate Board that he thought: (a) that rental property since 1945 had been as profitable an investment as stocks; (b) that personal savings are going up; (c) that total Canadian property sales in 1951 topped $2,000,000,000; (d) that defence work is accentuating pressure on housing in major centres; *but* (e) that production, credit and market uncertainties left 1951 housing completions some 15,000 units short of the 90,000 additional families formed, and completions would be short again in 1952.

★ Premier Frost of Ontario says that his government proposes to set up an agency which will make it easier for farmers and residents of Ontario's small rural communities to borrow money for home building or improvement. Under the National Housing Act it is possible to secure loans at a lower rate than would ordinarily apply, but in practice the lending firms have been reluctant to deal in farm or village properties.

★ Holding up the defence worker housing program was uncertainty as to the policy of private lending institutions. Now it has been officially announced that lending institutions are not joining with the federal government in making loans available. The government's agency, Central Mortgage and Housing Corporation, will therefore make direct loans for housing carrying a 90 per cent loan.

★ A special Toronto civic committee has endorsed the principle of building smaller homes for aged persons. The committee recommended that the city proceed immediately with the erection of two five-building units, each building to accommodate no more than 40 persons at capacity. CPAC's Toronto Branch has a special committee studying the same question.



CPAC *Newsletter*

Watch for—

THE ST. LAWRENCE SEAWAY: WHAT DOES IT MEAN TO CANADA AND THE U.S.A.?

CBC Trans-Canada Network

Thursday, January 24

Mr. Stewart Fyfe, C-370
Queen's University,
Kingston, Ont.

PUBLISHED BY COMMUNITY PLANNING ASSOCIATION OF CANADA, 169 SOMERSET ST. W., OTTAWA, CANADA